

The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5804

號五十月正年三十三緒光

WEDNESDAY, FEBRUARY 27, 1907.

三拜禮

號七廿月二 英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1885.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNCALLED " 3,000,000
RESERVE FUND " 13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWHONGKONG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENSIN. CHEFOO.
PEKING. DALNY.
KOBE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13 " 14 " 15 " 16 " 17 " 18 " 19 " 20 " 21 " 22 " 23 " 24 " 25 " 26 " 27 " 28 " 29 " 30 " 31 " 32 " 33 " 34 " 35 " 36 " 37 " 38 " 39 " 40 " 41 " 42 " 43 " 44 " 45 " 46 " 47 " 48 " 49 " 50 " 51 " 52 " 53 " 54 " 55 " 56 " 57 " 58 " 59 " 60 " 61 " 62 " 63 " 64 " 65 " 66 " 67 " 68 " 69 " 70 " 71 " 72 " 73 " 74 " 75 " 76 " 77 " 78 " 79 " 80 " 81 " 82 " 83 " 84 " 85 " 86 " 87 " 88 " 89 " 90 " 91 " 92 " 93 " 94 " 95 " 96 " 97 " 98 " 99 " 100 " 101 " 102 " 103 " 104 " 105 " 106 " 107 " 108 " 109 " 110 " 111 " 112 " 113 " 114 " 115 " 116 " 117 " 118 " 119 " 120 " 121 " 122 " 123 " 124 " 125 " 126 " 127 " 128 " 129 " 130 " 131 " 132 " 133 " 134 " 135 " 136 " 137 " 138 " 139 " 140 " 141 " 142 " 143 " 144 " 145 " 146 " 147 " 148 " 149 " 150 " 151 " 152 " 153 " 154 " 155 " 156 " 157 " 158 " 159 " 160 " 161 " 162 " 163 " 164 " 165 " 166 " 167 " 168 " 169 " 170 " 171 " 172 " 173 " 174 " 175 " 176 " 177 " 178 " 179 " 180 " 181 " 182 " 183 " 184 " 185 " 186 " 187 " 188 " 189 " 190 " 191 " 192 " 193 " 194 " 195 " 196 " 197 " 198 " 199 " 200 " 201 " 202 " 203 " 204 " 205 " 206 " 207 " 208 " 209 " 210 " 211 " 212 " 213 " 214 " 215 " 216 " 217 " 218 " 219 " 220 " 221 " 222 " 223 " 224 " 225 " 226 " 227 " 228 " 229 " 230 " 231 " 232 " 233 " 234 " 235 " 236 " 237 " 238 " 239 " 240 " 241 " 242 " 243 " 244 " 245 " 246 " 247 " 248 " 249 " 250 " 251 " 252 " 253 " 254 " 255 " 256 " 257 " 258 " 259 " 260 " 261 " 262 " 263 " 264 " 265 " 266 " 267 " 268 " 269 " 270 " 271 " 272 " 273 " 274 " 275 " 276 " 277 " 278 " 279 " 280 " 281 " 282 " 283 " 284 " 285 " 286 " 287 " 288 " 289 " 290 " 291 " 292 " 293 " 294 " 295 " 296 " 297 " 298 " 299 " 300 " 301 " 302 " 303 " 304 " 305 " 306 " 307 " 308 " 309 " 310 " 311 " 312 " 313 " 314 " 315 " 316 " 317 " 318 " 319 " 320 " 321 " 322 " 323 " 324 " 325 " 326 " 327 " 328 " 329 " 330 " 331 " 332 " 333 " 334 " 335 " 336 " 337 " 338 " 339 " 340 " 341 " 342 " 343 " 344 " 345 " 346 " 347 " 348 " 349 " 350 " 351 " 352 " 353 " 354 " 355 " 356 " 357 " 358 " 359 " 360 " 361 " 362 " 363 " 364 " 365 " 366 " 367 " 368 " 369 " 370 " 371 " 372 " 373 " 374 " 375 " 376 " 377 " 378 " 379 " 380 " 381 " 382 " 383 " 384 " 385 " 386 " 387 " 388 " 389 " 390 " 391 " 392 " 393 " 394 " 395 " 396 " 397 " 398 " 399 " 400 " 401 " 402 " 403 " 404 " 405 " 406 " 407 " 408 " 409 " 410 " 411 " 412 " 413 " 414 " 415 " 416 " 417 " 418 " 419 " 420 " 421 " 422 " 423 " 424 " 425 " 426 " 427 " 428 " 429 " 430 " 431 " 432 " 433 " 434 " 435 " 436 " 437 " 438 " 439 " 440 " 441 " 442 " 443 " 444 " 445 " 446 " 447 " 448 " 449 " 450 " 451 " 452 " 453 " 454 " 455 " 456 " 457 " 458 " 459 " 460 " 461 " 462 " 463 " 464 " 465 " 466 " 467 " 468 " 469 " 470 " 471 " 472 " 473 " 474 " 475 " 476 " 477 " 478 " 479 " 480 " 481 " 482 " 483 " 484 " 485 " 486 " 487 " 488 " 489 " 490 " 491 " 492 " 493 " 494 " 495 " 496 " 497 " 498 " 499 " 500 " 501 " 502 " 503 " 504 " 505 " 506 " 507 " 508 " 509 " 510 " 511 " 512 " 513 " 514 " 515 " 516 " 517 " 518 " 519 " 520 " 521 " 522 " 523 " 524 " 525 " 526 " 527 " 528 " 529 " 530 " 531 " 532 " 533 " 534 " 535 " 536 " 537 " 538 " 539 " 540 " 541 " 542 " 543 " 544 " 545 " 546 " 547 " 548 " 549 " 550 " 551 " 552 " 553 " 554 " 555 " 556 " 557 " 558 " 559 " 560 " 561 " 562 " 563 " 564 " 565 " 566 " 567 " 568 " 569 " 570 " 571 " 572 " 573 " 574 " 575 " 576 " 577 " 578 " 579 " 580 " 581 " 582 " 583 " 584 " 585 " 586 " 587 " 588 " 589 " 590 " 591 " 592 " 593 " 594 " 595 " 596 " 597 " 598 " 599 " 600 " 601 " 602 " 603 " 604 " 605 " 606 " 607 " 608 " 609 " 610 " 611 " 612 " 613 " 614 " 615 " 616 " 617 " 618 " 619 " 620 " 621 " 622 " 623 " 624 " 625 " 626 " 627 " 628 " 629 " 630 " 631 " 632 " 633 " 634 " 635 " 636 " 637 " 638 " 639 " 640 " 641 " 642 " 643 " 644 " 645 " 646 " 647 " 648 " 649 " 650 " 651 " 652 " 653 " 654 " 655 " 656 " 657 " 658 " 659 " 660 " 661 " 662 " 663 " 664 " 665 " 666 " 667 " 668 " 669 " 670 " 671 " 672 " 673 " 674 " 675 " 676 " 677 " 678 " 679 " 680 " 681 " 682 " 683 " 684 " 685 " 686 " 687 " 688 " 689 " 690 " 691 " 692 " 693 " 694 " 695 " 696 " 697 " 698 " 699 " 700 " 701 " 702 " 703 " 704 " 705 " 706 " 707 " 708 " 709 " 710 " 711 " 712 " 713 " 714 " 715 " 716 " 717 " 718 " 719 " 720 " 721 " 722 " 723 " 724 " 725 " 726 " 727 " 728 " 729 " 730 " 731 " 732 " 733 " 734 " 735 " 736 " 737 " 738 " 739 " 740 " 741 " 742 " 743 " 744 " 745 " 746 " 747 " 748 " 749 " 750 " 751 " 752 " 753 " 754 " 755 " 756 " 757 " 758 " 759 " 760 " 761 " 762 " 763 " 764 " 765 " 766 " 767 " 768 " 769 " 770 " 771 " 772 " 773 " 774 " 775 " 776 " 777 " 778 " 779 " 780 " 781 " 782 " 783 " 784 " 785 " 786 " 787 " 788 " 789 " 790 " 791 " 792 " 793 " 794 " 795 " 796 " 797 " 798 " 799 " 800 " 801 " 802 " 803 " 804 " 805 " 806 " 807 " 808 " 809 " 810 " 811 " 812 " 813 " 814 " 815 " 816 " 817 " 818 " 819 " 820 " 821 " 822 " 823 " 824 " 825 " 826 " 827 " 828 " 829 " 830 " 831 " 832 " 833 " 834 " 835 " 836 " 837 " 838 " 839 " 840 " 841 " 842 " 843 " 844 " 845 " 846 " 847 " 848 " 849 " 850 " 851 " 852 " 853 " 854 " 855 " 856 " 857 " 858 " 859 " 860 " 861 " 862 " 863 " 864 " 865 " 866 " 867 " 868 " 869 " 870 " 871 " 872 " 873 " 874 " 875 " 876 " 877 " 878 " 879 " 880 " 881 " 882 " 883 " 884 " 885 " 886 " 887 " 888 " 889 " 890 " 891 " 892 " 893 " 894 " 895 " 896 " 897 " 898 " 899 " 900 " 901 " 902 " 903 " 904 " 905 " 906 " 907 " 908 " 909 " 910 " 911 " 912 " 913 " 914 " 915 " 916 " 917 " 918 " 919 " 920 " 921 " 922 " 923 " 924 " 925 " 926 " 927 " 928 " 929 " 930 " 931 " 932 " 933 " 934 " 935 " 936 " 937 " 938 " 939 " 940 " 941 " 942 " 943 " 944 " 945 " 946 " 947 " 948 " 949 " 950 " 951 " 952 " 953 " 954 " 955 " 956 " 957 " 958 " 959 " 960 " 961 " 962 " 963 " 964 " 965 " 966 " 967 " 968 " 969 " 970 " 971 " 972 " 973 " 974 " 975 " 976 " 977 " 978 " 979 " 980 " 981 " 982 " 983 " 984 " 985 " 986 " 987 " 988 " 989 " 990 " 991 " 992 " 993 " 994 " 995 " 996 " 997 " 998 " 999 " 1000 " 1001 " 1002 " 1003 " 1004 " 1005 " 1006 " 1007 " 1008 " 1009 " 1010 " 1011 " 1012 " 1013 " 1014 " 1015 " 1016 " 1017 " 1018 " 1019 " 1020 " 1021 " 1022 " 1023 " 1024 " 1025 " 1026 " 1027 " 1028 " 1029 " 1030 " 1031 " 1032 " 1033 " 1034 " 1035 " 1036 " 1037 " 1038 " 1039 " 1040 " 1041 " 1042 " 1043 " 1044 " 1045 " 1046 " 1047 " 1048 " 1049 " 1050 " 1051 " 1052 " 1053 " 1054 " 1055 " 1056 " 1057 " 1058 " 1059 " 1060 " 1061 " 1062 " 1063 " 1064 " 1065 " 1066 " 1067 " 1068 " 1069 " 1070 " 1071 " 1072 " 1073 " 1074 " 1075 " 1076 " 1077 " 1078 " 1079 " 1080 " 1081 " 1082 " 1083 " 1084 " 1085 " 1086 " 1087 " 1088 " 1089 " 1090 " 1091 " 1092 " 1093 " 1094 " 1095 " 1096 " 1097 " 1098 " 1099 " 1100 " 1101 " 1102 " 1103 " 1104 " 1105 " 1106 " 1107 " 1108 " 1109 " 1110 " 1111 " 1112 " 1113 " 1114 " 1115 " 1116 " 1117 " 1118 " 1119 " 1120 " 1121 " 1122 " 1123 " 1124 " 1125 " 1126 " 1127 " 1128 " 1129 " 1130 " 1131 " 1132 " 1133 " 1134 " 1135 " 1136 " 1137 " 1138 " 1139 " 1140 " 1141 " 1142 " 1143 " 1144 " 1145 " 1146 " 1147 " 1148 " 1149 " 1150 " 1151 " 1152 " 1153 " 1154 " 1155 " 1156 " 1157 " 1158 " 1159 " 1160 " 1161 " 1162 " 1163 " 1164 " 1165 " 1166 " 1167 " 1168 " 1169 " 1170 " 1171 " 1172 " 1173 " 1174 " 1175 " 1176 " 1177 " 1178 " 1179 " 1180 " 1181 " 1182 " 1183 " 1184 " 1185 " 1186 " 1187 " 1188 " 1189 " 1190 " 1191 " 1192 " 1193 " 1194 " 1195 " 1196 " 1197 " 1198 " 1199 " 1200 " 1201 " 1202 " 1203 " 1204 " 1205 " 1206 " 1207 " 1208 " 1209 " 1210 " 1211 " 1212 " 1213 " 1214 " 1215 " 1216 " 1217 " 1218 " 1219 " 1220 " 1221 " 1222 " 1223 " 1224 " 1225 " 1226 " 1227 " 1228 " 1229 " 1230 " 1231 " 1232 " 1233 " 1234 " 1235 " 1236 " 1237 " 1238 " 1239 " 1240 " 1241 " 1242 " 1243 " 1244 " 1245 " 1246 " 1247 " 1248 " 1249 " 1250 " 1251 " 1252 " 1253 " 1254 " 1255 " 1256 " 1257 " 1258 " 1259 " 1260 " 1261 " 1262 " 1263 " 1264 " 1265 " 1266 " 1267 " 1268 " 1269 " 1270 " 1271 " 1272 " 1273 " 1274 " 1275 " 1276 " 1277 " 1278 " 1279 " 1280 " 1281 " 1282 " 1283 " 1284 " 1285 " 1286 " 1287 " 1288 " 1289 " 1290 " 1291 " 1292 " 1293 " 1294 " 1295 " 1296 " 1297 " 1298 " 1299 " 1300 " 1301 " 1302 " 1303 " 1304 " 1305 " 1306 " 1307 " 1308 " 1309 " 1310 " 1311 " 1312 " 1313 " 1314 " 1315 " 1316 " 1317 " 1318 " 1319 " 1320 " 1321 " 1322 " 1323 " 1324 " 1325 " 1326 " 1327 " 1328 " 1329 " 1330 " 1331 " 1332 " 1333 " 1334 " 1335 " 1336 " 1337 " 1338 " 1339 " 1340 " 1341 " 1342 " 1343 " 1344 " 1345 " 1346 " 1347 " 1348 " 1349 " 1350 " 1351 " 1352 " 1353 " 1354 " 1355 " 1356 " 1357 " 1358 " 1359 " 1360 " 1361 " 1362 " 1363 " 1364 " 1365 " 1366 " 1367 " 1368 " 1369 " 1370 " 1371 " 1372 " 1373 " 1374 " 1375 " 1376 " 1377 " 1378 " 1379 " 1380 " 1381 " 1382 " 1383 " 1384 " 1385 " 1386 " 1387 " 1388 " 1389 " 1390 " 1391 " 1392 " 1393 " 1394 " 1395 " 1396 " 1397 " 1398 " 1399 " 1400 " 1401 " 1402 " 1403 " 1404 " 1405 " 1406 " 1407 " 1408 " 1409 " 1410 " 1411 " 1412 " 1413 " 1414 " 1415 " 1416 " 1417 " 1418 " 1419 " 1420 " 1421 " 1422 " 1423 " 1424 " 1425 " 1426 " 1427 " 1428 " 1429 " 1430 " 1431 " 1432 " 1433 " 1434 " 1435 " 1436 " 1437 " 1438 " 1439 " 1440 " 1441 " 1442 " 1443 " 1444 " 1445 " 1446 " 1447 " 1448 " 1449 " 1450 " 1451 " 1452 " 1453 " 1454 " 1455 " 1456 " 1457 " 1458 " 1459 " 1460 " 1461 " 1462 " 1463 " 1464 " 1465 " 1466 " 1467 " 1468 " 1469 " 1470 " 1471 " 1472 " 1473 " 1474 " 1475 " 1476 " 1477 " 1478 " 1479 " 1480 " 1481 " 1482 " 1483 " 1484 " 1485 " 1486 " 1487 " 1488 " 1489 " 1490 " 1491 " 1492 " 1493 " 1494 " 1495 " 1496 " 1497 " 1498 " 1499 " 1500 " 1501 " 1502 " 1503 " 1504 " 1505 " 1506 " 1507 " 1508 " 1509 " 1510 " 1511 " 1512 " 1513 " 1514 " 1515 " 1516 " 1517 " 1518 " 1519 " 1520 " 1521 " 1522 " 1523 " 1524 " 1525 " 1526 " 1527 " 1528 " 1529 " 1530 " 1531 " 1532 " 1533 " 1534 " 1535 " 1536 " 1537 " 1538 " 1539 " 1540 " 1541 " 1542 " 1543 " 1544 " 1545 " 1546 " 1547 " 1548 " 1549 " 1550 " 1551 " 1552 " 1553 " 1554 " 1555 " 1556 " 1557 " 1558 " 1559 " 1560 " 1561 " 1562 " 1563 " 1564 " 1565 " 1566 " 1567 " 1568 " 1569 " 1570 " 1571 " 1572 " 1573 " 1574 " 1575 " 1576 " 1577 " 1578 " 1579 " 1580 " 1581 " 1582 " 1583 " 1584 " 1585 " 1586 " 1587 " 1588 " 1589 " 1590 " 1591 " 1592 " 1593 " 1594 " 1595 " 1596 " 1597 " 1598 " 1599 " 1600 " 1601 " 1602 " 1603 " 1604 " 1605 " 1606 " 1607 " 1608 " 1609 " 1610 " 1611 " 1612 " 1613 " 1614 " 1615 " 1616 " 1617 " 1618 " 1619 " 1620 " 1621 " 1622 " 1623 " 1624 " 1625 " 1626 " 1627 " 1628 " 1629 " 1630 " 1631 " 1632 " 1633 " 1634 " 1635 " 1636 " 1637 " 1638 " 1639 " 1640 " 1641 " 1642 " 1643 " 1644 " 1645 " 1646 " 1647 " 1648 " 1649 " 1650 " 1651 " 1652 " 1653 " 1654 " 1655 " 1656 " 1657 " 1658 " 1659 " 1660 " 1661 " 1662 " 1663 " 1664 " 1665 " 1666 " 1667 " 1668 " 1669 " 1670 " 1671 " 1672 " 1673 " 1674 " 1675 " 1676 " 1677 " 1678 " 1679 " 1680 " 1681 " 1682 " 1683 " 1684 " 1685 " 1686 " 1687 " 1688 " 1689 " 1690 " 1691 " 1692 " 1693 " 1694 " 1695 " 1696 " 1697 " 1698 " 1699 " 1700 " 1701 " 1702 " 1703 " 1704 " 1705 " 1706 " 1707 " 1708 " 1709 " 1710 " 1711 " 1712 " 1713 " 1714 " 1715 " 1716 " 1717 " 1718 " 1719 " 1720 " 1721 " 1722 " 1723 " 1724 " 1725 " 1726 " 1727 " 1728 " 1729 " 1730 " 1731 " 1732 " 1733 " 1734 " 1735 " 1736 " 1737 " 1738 " 1739 " 1740 " 1741 " 1742 " 1743 " 1744 " 1745 " 1746 " 1747 " 1748 " 1749 " 1750 " 1751 " 1752 " 1753 " 1754 " 1755 " 1756 " 1757 " 1758 " 1759 " 1760 " 1761 " 1762 " 1763 " 1764 " 1765 " 1766 " 1767 " 1768 " 1769 " 1770 " 1771 " 1772 " 1773 " 1774 " 1775 " 1776 " 1777 " 1778 " 1779 " 1780 " 1781 " 1782 " 1783 " 1784 " 1785 " 1786 " 1787 " 1788 " 1789 " 1790 " 1791 " 1792 " 1793 " 1794 " 1795 " 1796 " 1797 " 1798 " 1799 " 1800 " 1801 " 1802 " 1803 " 1804 " 1805 " 1806 " 1807 " 1808 " 1809 " 1810 " 1811 " 1812 " 1813 " 1814 " 1815 " 1816 " 1817 " 1818 " 1819 " 1820 " 1821 " 1822 " 1823 " 1824 " 1825 " 1826 " 1827 " 1828 " 1829 " 1830 " 1831 " 1832 " 1833 " 1834 " 1835 " 1836 " 1837 " 1838 " 1839 " 1840 " 1841 " 1842 " 1843 " 1844 " 1845 " 1846 " 1847 " 1848 " 1849 " 1850 " 1851 " 1852 " 1853 " 1854 " 1855 " 1856 " 1857 " 1858 " 1859 " 1860 " 1861 " 1862 " 1863 " 1864 " 1865 " 1866 " 1867 " 1868 " 1869 " 1870 " 1871 " 1872 " 1873 " 1874 " 1875 " 1876 " 1877 " 1878 " 1879 " 1880 " 1881 " 1882 " 1883 " 1884 " 1885 " 1886 " 1887 " 1888 " 1889 " 1890 " 1891 " 1892 " 1893 " 1894 " 1895 " 1896 " 1897 " 1898 " 1899 " 1900 " 1901 " 1902 " 1903 " 1904 " 1905 " 1906 " 1907 " 1908 " 1909 " 1910 " 1911 " 1912 " 1913 " 1914 " 1915 " 1916 " 1917 " 1918 " 1919 " 1920 " 1921 " 1922 " 1923 " 1924 " 1925 " 1926 " 1927 " 1928 " 1929 " 1930 " 1931 " 1932 " 1933 " 1934 " 1935 " 1936 " 1937 " 1938 " 1939 " 1940 " 1941 " 1942 " 1943 " 1944 " 1945 " 1946 " 1947 " 1948 " 1949 " 1950 " 1951 " 1952 " 1953 " 1954 " 1955 " 1956 " 1957 " 1958 " 1959 " 1960 " 1961 " 1962 " 1963 " 1964 " 1965 " 1966 " 1967 " 1968 " 1969 " 1970 " 1971 " 1972 " 1973 " 1974 " 1975 " 1976 " 1977 " 1978 " 1979 " 1980 " 1981 " 1982 " 1983 " 1984 " 1985 " 1986 " 1987 " 1988 " 1989 " 1990 " 1991 " 1992 " 1993 " 1994 " 1995 " 1996 " 1997 " 1998 " 1999 " 2000 " 2001 " 2002 " 2003 " 2004 " 2005 " 2006 " 2007 " 2008 " 2009 " 2010 " 2011 " 2012 " 2013 " 2014 " 2015 " 2016 " 2017 " 2018 " 2019 " 2020 " 2021 " 2022 " 2023 " 2024 " 2025 " 2026 " 2027 " 2028 " 2029 " 2030 " 2031 " 2032 " 2033 " 2034 " 2035 " 2036 " 2037 " 2038 " 2039 " 2040 " 2041 " 2042 " 2043 " 2044 " 2045 " 2046 " 2047 " 2048 " 2049 " 2050 " 2051 " 2052 " 2053 " 2054 " 2055 " 2056 " 2057 " 2058 " 2059 " 2060 " 2061 " 2062 " 2063 " 2064 " 2065 " 2066 " 2067 " 2068 " 2069 " 2070 " 2071 " 2072 " 2073 " 2074 " 2075 " 2076 " 2077 " 2078 " 2079 " 2080 " 2081 " 2082 " 2083 " 2084 " 2085 " 2086 " 2087 " 2088 " 2089 " 2090 " 2091 " 2092 " 2093 " 2094 " 2095 " 2096 " 2097 " 2098 " 2099 " 2100 " 2101 " 2

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,338 " " " W. A. Valentia.
"FATSHAN," 2,200 " " " R. D. Thomas.
"KINSHAN," 1,995 " " " J. J. Lossius.
"HEUNGSHAN," 1,998 " " " R. D. Thomas.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,951 tons, Captain E. H. Grainger.
"SUI-TAI," 1,951 " " " G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
"NANNING," 569 " " " Mackinnon.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 25th February, 1907.

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN	First half March
TJIBODAS	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG	JAVA	Second half March	JAPAN	Second half March
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 16th February, 1907.

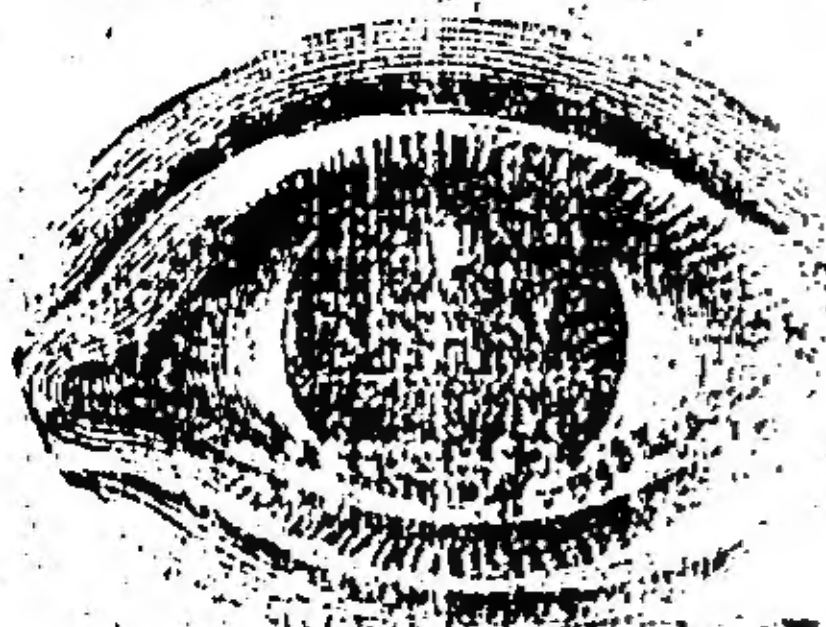
WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
The steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKING and WUCHOW, and beautiful scenery of the West River.
Fare for the Round Trip £30
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
11, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
OF THE
AMERICAN SYSTEM OF DENTISTRY
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 23rd July, 1904.

TWIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 27th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
PRINZ HEINRICH	WEDNESDAY, 22nd May.
SCHARNHORST	WEDNESDAY, 5th June.
ROON	WEDNESDAY, 19th June.

* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 13th day of March, 1907, at Noon, the Steamship PRINCESS ALICE, Captain with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61.0.0	£42.0.0	£32.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	SATURDAY, 2nd March.
PRINZ SIGISMUND	3,302	THURSDAY, 28th March.
MANILA	1,790	SATURDAY, 30th April.

ON SATURDAY, the 2nd day of March, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain van Senden, with Mails, Passengers and Cargo, (Ready to load on Wednesday, the 27th February), will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£28.00	£18.00	£14.00
Return	£42.00	£27.00	£21.00
TO BRISBANE	£30.00	£20.00	£14.00
Return	£43.00	£29.00	£21.00
TO SYDNEY	£33.00	£23.00	£15.00
Return	£46.00	£32.00	£22.00
TO MELBOURNE	£34.00	£24.00	£16.00
Return	£47.00	£33.00	£23.00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$80.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBIA by Imperial Mail Steamer	£97.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARD.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, ZIETEN
Kobe & YOKOHAMA } WEDNESDAY, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P.M. S. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	£62.0.0
TO BREMEN	63.10.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th February 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 9 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

137

D. NOMA, TATTOOER.

66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

146

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAI/ CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among these—by no means least important—discoveries in medicine come that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Bland, Bonnet, Jobert, Valpey, Misonneuve, the well-known Chastel, Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy. We think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famous philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere possession of such could ever have been discovered the following remedy of the confirmed row in the case, and in the other so effectively, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their present forms, and to leave no hint or trace behind. Such is

THERAPION.

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine, the fact that it has been used by the most eminent medical men, and that it is so effectively and speedily to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their present forms, and to leave no hint or trace behind. Such is

Sold by all Chemists

For Sale.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

151

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 15th February, 1907.

152

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

153

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906.

154

Intimations.

Powell's

ALEXANDRA
BUILDINGS.CABINET
MAKERS.BED-ROOM
SUITES.DRAWING-
ROOM
SUITES.DINING-ROOM
SUITES.
FURNITURE.

Section Bookcases.

Writing Desks.

Writing Cabinets.

Library Tables.

Hanging Bookcases.

FURNITURE

Suitable for Presents.

Fancy Tables.

Ladies' Work Tables,
(fitted).

Smokers' Cabinets.

Spirit Cabinets.

Card Tables.

Palm Stands.

&c., &c., &c.

Residences completely
Furnished.Wm. Powell,
LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 18th February, 1907.

Intimations.

Messrs. K. A. J. CHO-
TIRMALL & Co.,64, QUEEN'S ROAD CENTRAL,
Late No. 8, D'AGUIAR STREET.

A FRESH CONSIGNMENT OF

GRASS CLOTH,

AND

A VARIETY OF

LADIES' EMBROIDERED
DRESSES.

ALSO

MALTESE SILK LACE and
COLLARS, &c.

INDIAN RUGS.

AND ALSO

A VARIETY OF

SILKS.

Hongkong, 27th February, 1907. [43]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on

FRIDAY, 1st March.

For terms apply to—

THE HEADMASTER.

Hongkong, 25th February, 1907. [255]

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from

the Military Authorities that GUN

PRACTICE will be carried out as under:—

On WEDNESDAY, the 27th February:—

From Pak-sha-wei, in a North-Easterly

direction, at ranges up to 6,000 yards,

commencing at 7 P.M. and finishing at

9.30 P.M.

On SATURDAY, the 2nd March:—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards; commencing

at 9.30 A.M. and finishing at 11 Noon.

From Lyemun and Devils Peak, in a

North-Easterly direction, at ranges up to

10,000 yards, commencing at 2 P.M. and

finishing at 5 P.M.

On MONDAY, the 4th March:—

From Lyemun S. D., in a North-Easterly

direction, at ranges up to 7,000 yards,

commencing at 7 P.M. and finishing at

9.30 P.M.

On TUESDAY, the 5th March:—

From Albion Battery and Stonecutters, in

a Westerly direction, at ranges up to

6,000 yards, commencing at 7 P.M. and

finishing at 9.30 P.M.

On WEDNESDAY, the 6th March:—

From Stonecutters, in a Westerly direction,

at ranges up to 6,000 yards, commencing

at 9.30 A.M. and finishing at 10.30 A.M.

From Belcher, in a North-Westerly direction,

at ranges up to 6,000 yards, commencing

at 11 A.M. and finishing at 12.30 P.M.

On FRIDAY, the 8th March:—

From Stonecutters Central, in a Westerly

direction, at ranges up to 14,000 yards,

commencing at 10.30 A.M. and finishing at

12 noon.

On MONDAY, the 11th March:—

From Kowloon West and North Point, in

a Westerly and Northerly direction, at

ranges up to 10,000 yards, commencing

at 9 A.M. and finishing at 1 P.M.

On TUESDAY, the 12th March:—

From Lyemun S. D., in a North-Easterly

direction, at ranges up to 7,000 yards,

commencing at 7 P.M. and finishing at

9.30 P.M.

On WEDNESDAY, the 13th March:—

From Albion, in a Westerly direction, at

ranges up to 6,000 yards, commencing

at 7 P.M. and finishing at 9.30 P.M.

On THURSDAY, the 14th March:—

From Stonecutters Central, in a Westerly

direction, at ranges up to 10,000 yards,

commencing at 7 P.M. and finishing at

9.30 P.M.

If the weather is unfavourable on any of the

above dates, Practice will take place on the

following day.

All ships, junks and other vessels are to

keep clear of the ranges.

CHARLES WM. BECKWITH,

Lieut. R.N.,

Harbour Master, &c.

Harbour Department,

Hongkong, 22nd February, 1907. [251]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors

give many names, but which few of them really

understand. It is simply weakness—a break-down,

as it were, of the vital forces that sustain the

system. No matter what may be its cause (for they

are almost numberless), its symptoms are much the

same: the more prominent being depression, loss

of energy, and a general feeling of weakness, and

a sense of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3

than by any other combination. No surly

face is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THE LAMP OF LIFE

LIGHTED UP AFRESH.

A new element imparted in place of what

had been lately worn out, and used up, and

which was the cause of the weakness, and

depression, and loss of energy, and a sense

of prostration or weariness, depression of

spirits, and a want of energy for all the ordinary

duties of life. Now, what is the remedy? It is

simple, and it is the only one that is really

effective in all such cases: it is the use of the

VITAL STRENGTH & ENERGY

THERAPION.

To show off these marvellous results, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

Intimation.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1847.

The following **PORTS** and **SHERRIES** bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 27, 1907.

AN AMERICAN INDICTMENT.

Ever since the Japanese Government declared Newchwang and Dalny open ports, doubts have been suggested by merchants of other nations as to the exact interpretation which should be placed on the word "open." American traders have not been slow to assert that while these ports which give admittance to goods consigned to Manchuria are technically "open," the hindrances and obstacles placed in the way of foreign firms by the Japanese officials have been sufficient to prevent fair competition by the nationals of other countries. In this connection a lengthy article appears in a recent issue of the *San Francisco Chronicle*, the writer being Mr. Sam B. Trisler, who is resident at Dalny. He says: "The Americans and others who accepted Japan's invitation to share in the trade that would come through the opening of Mukden found when they sent their cargoes to Newchwang for shipment into the interior that Japan's idea of the open-door policy differed very much from the idea of other people." The first difficulty was met with, he alleges, at the Custom-house which is under Japanese military supervision. It is claimed that while consignments of Japanese goods passed the barrier without delay, the merchandise of foreign dealers was detained for a week or ten days. Then the foreigners discovered that the railway from Newchwang to Mukden was so occupied by the Japanese in the transportation of military supplies that it was impossible to obtain permission to despatch goods into the interior, until a special permit had been obtained from the War Department at Tokyo. And it is stated that "some of the applications for permission to ship freight over the South Manchurian Railway were still pigeon-holed in Tokyo, while others, after unbearable delays, were favourably considered." But even then the path of the man who intended to compete with the Japanese for trade in Manchuria was not unobstructed. He found the permission from Tokyo did not mean that his goods would be received by the railway officials. He was informed that it would be necessary for him to employ a Japanese to act as his shipping agent in all transactions with the railway administration. The junk

the result that it was practically useless to expect them to act as carriers except at prohibitive rates. Turning from Newchwang when it was closed by the winter, several merchants tried Dalny but with little success. The German flag was the first to appear in the roadstead, and several shipping companies announced their intention of making Dalny a port of call, but they reckoned without their host, and the result was that those plans were abandoned, and Dalny was left to the Japanese shipping companies. The writer alleges that every pound of Japanese goods that enters Dalny, no matter whether it belongs to the Japanese Government or to Japanese firms is described as military supplies and passed through without unnecessary delay. The American indictment proceeds: "In a few, a very few instances, British concerns have been able to persuade the military administration to rent warehouses and offices to them, and have used the Japanese steamship lines to transport their supplies to Dalny. But there their goods remain. They find that it is impossible to ship anything on the railway into the interior. The same rule applies at Dalny as exists at Newchwang." The British-American Tobacco Company is apparently one of the few concerns which has managed to obtain a footing in the country, but that is attributed to the fact that the cigarettes manufactured by the company are so greatly superior to the Japanese article that even the Japanese themselves refuse to smoke anything else. It is suggested that there might be a market for American flour in Manchuria, but the writer of the article in question is not hopeful. From the foregoing it will be seen that the author is strongly anti-Japanese and is apt to view the situation through darkened glasses. He has not a good word to say for them, no commendation of their enterprise, no recognition of their patriotism, which, consequently, detracts considerably from the value of his observations and leads to the conclusion that the article is not wholly devoid of exaggeration. It may be quite true that the Japanese, being first in the field after the war, are bent on holding the market they gained in advance of foreign competitors. But it is scarcely conceivable that they would seek to do so by other than fair means, or nullify the promises they made to the great trading nations by resolutely depriving them of any benefits that may accrue from the "open door" in Manchuria. We are assisted to this conclusion by referring to the speech delivered by Mr. A. Haupt as chairman of the recent meeting of the Hongkong and Shanghai Banking Corporation. He regarded the opening of Manchuria as extremely favourable to Hongkong generally and made no allusion to any obstacles placed by Japanese officials in the way of fair and honest competition in the North. Indeed, his view of the situation "was extremely sanguine, for he said: "We are now able to record a greatly improved movement; cargo is already going more freely to Manchuria and there is good reason to expect that the opening of the ice-bound ports next month will see a more active demand, considerably reducing stocks. Better trade in the North will no doubt be reflected here to some extent and with the assistance of moderately good rice crops, which we can at least hope for, we should find better times ahead than we are leaving behind." From that we are inclined to believe that the American writer has allowed his imagination to run away with him in the intensity of his patriotism, and has found fault with a system which could not have been perfected at the time of writing in November last. Being prepared and anxious to resent Japanese competition he has succeeded, probably, beyond his own expectations in discovering objections to the Japanese methods of trade operations. The unbiased reader will hardly accept as gospel the views of a prejudiced writer, especially when those views are apparently diametrically opposed to those held by an authority in the position of a director of the Hongkong and Shanghai Banking Corporation. For the present, then, the Japanese Government and the Japanese merchants are distinctly entitled to the benefit of the doubt.

HONGKONG HOSPITALS.

At first sight it might appear to the reader of the proceedings which took place at the annual meeting of the Finance Committee of the Alice Memorial and Affiliated Hospitals, held yesterday, that these institutions were on the verge of bankruptcy or, at least, in a bad way financially. The treasurer, the Rev. R. Wells, recited the jeremiad, when he lamented the decrease in the revenue from donations and subscriptions, declared that the debit balance had increased, and pointed to the heavy overdraft. But there was really very little cause for all this "Lochaber no more" style for, after all, the hospitals were comparatively well supported taking all things into account. Of course, there was the usual reference to the memorable typhoon, an occurrence which creeps into the reports of all the local benevolent societies, and to it was attributed the reduction in the donations which are usually given by Chinese residents. Still,

the donations only fell off some \$1,500, the total amount given in 1906 being \$8,714.94 as compared with \$10,211.03 in the previous year, while the Hospital Sunday collections were under the total realised in 1905 by the sum of \$150. One result, possibly of the diminution in the revenue was that the hospitals were run more economically than before, in spite of the fact that there were more patients treated and an extra hospital, the Ho Min Ling, had to be worked. There can be no doubt that much good is being done at these institutions and many residents have benefited from the treatment provided by the medical officers to patients applying for relief. We read in the report for the past year that in the out-patient department the total number treated was 15,982 individual cases and the total number of attendances 28,013. "While in the last few years increased facilities have been provided throughout the Colony for Chinese who wish to avail themselves of Western medical treatment, there has yet been a steady increase in the number of out-patients treated at the Alice Memorial and Affiliated Hospitals. As a large proportion of the cases are surgical and ophthalmic, the expense of carrying on the work is considerable—of the out-patients 5,211 required surgical dressings, while in the wards about 10,000 cases were surgically dressed—making a total of 15,000." These figures speak for themselves and are eloquent evidence of the unostentatious but none the less invaluable work which is being quietly done at the various affiliated hospitals. One member of the Committee stated that subscriptions have been collected for the installation of a Röntgen Rays outfit, which should prove an important addition to the surgical appliances. Altogether, it is satisfactory to know that the Colony is provided with these institutions whose work is specially concerned with the alleviation of pain and suffering in women and children, and it is to be hoped that those who are in a position to influence the minds of the dwindling Chinese class which still bears a prejudice towards Western medical treatment will use their power in that direction, not forgetting at the same time to assist the financial position of the hospitals.

LOCAL AND GENERAL.

It is notified that the Rifle Meeting of the C.U.S.R.A. will be held on 28th of March and following days.

The following details joined this station yesterday per s.s. *Kutsum* from Calcutta: 24 men, 120th Baluchis.

Leave of absence to England, on urgent private affairs, has been granted to Captain C. G. Vereker, Royal Garrison Artillery, from 30th March to 30th September, 1907.

By kind permission of Lt.-Col. Price, R.S.O., and Officers of the Band of the 120th (Duke of Connaught's Own Baluchis) will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, the 28th instant, (weather permitting):—
March....."H.M.S. Camperdown".....Clode
Overture....."William Tell".....Rusini
Valse....."Carnegie".....Lambert
Selection....."Veronique".....Messager
Two Steps....."Mr. Hinks of New York".....Raymond
Intermezzo....."Moonlight".....Hoggett
Sketch....."The Hushing Sea".....Thornton
Selection....."The Orchid".....Caryl
God Save the King.

STAFF Sergeant E. Norton, of Mount Austin Barracks, charged three men before Mr. F. A. Hazeland, at the Police Court, this morning, with theft. The men were alleged to have stolen a quantity of firewood from the barracks. Tsio Tsai, a coolie, of Tai-Hang Village, was charged with stealing \$1 worth of the wood, L. L. Lin, of No. 71, Q. 2nd Road East, was also alleged to have appropriated \$1 worth, and Lau San, of No. 3, Second Street, was reported to have got away with \$5 worth of the wood. They denied the charge, and the case was remanded for further inquiries to be made.

Mr. Jack McWilliam appeared before Commissioner Howard at the Singapore Court of Requests on 11th February, on a judgment notice to explain why he had not paid Mr. E. G. Wells the \$30 due him for wages, for which Mr. Wells had secured judgment with costs. Mr. McWilliam said that he had no money and had been compelled to sell all his things to secure funds with which to buy food. He had hoped to secure funds through an entertainment he was giving at Jubilee Hall during the recent visit of the fleet, but the vessels left before the show could come off. The Commissioner ordered him to pay by the 28th inst. or go to gaol for three weeks.

A MEETING of the Justices of the Peace was held at the Magistrate's yesterday afternoon, Mr. F. A. Hazeland presiding for the purpose of considering an application for the transfer from R. Mattheay to Ernest Granville Jordan the publican's licence to sell by retail intoxicating liquors on premises numbered 39-44, Elgin Road, Kowloon, under the sign of "The Occidental Hotel." The other Justices present were: Mr. C. A. D. Melbourne, second police magistrate; Mr. F. J. Badley, Captain Superintendent of Police, and Mr. H. J. Craig, assistant superintendent of Victoria Gaol. The police had no objection to the transfer being made and the application was granted unanimously.

THE CHIEF JUSTICE'S DECISION.

This morning, at the Supreme Court—Sir Francis Pigott, Chief Justice, presiding—judgment was given in the case in which a woman named Cheung Shi, alias Li Cheung Shi, sought for a declaration that a mortgage on certain property in Wing Lok Street was null and void.

The facts of the case, according to the statement of claim, were to the effect that on 12th November, 1901, one Li Fuk, who had inherited certain property from his father, Li Tigg Pun, died in Canton, leaving property in this Colony, including a leasehold property known and registered as section B of Marine Lot No. 163 (the property in question); and having by his will appointed the plaintiff executrix on April 27th, 1906, probate was granted to the plaintiff. On March 28th some person, to the plaintiff unknown, impersonating Li Fuk, deceased, executed an indenture of mortgage on the said leasehold property for \$10,000, and on March 29th the mortgage was registered at the Land Office. The plaintiff therefore claimed a declaration that the said mortgage was null and void; delivery up of the said indenture to be cancelled; an order that the registration of the mortgage in the Land Office be expunged; and such further or other relief as the Court thought fit.

For the defence it was maintained that Li Fuk was, and so far as the defendant knew, still, subject to a mortgage, the owner of certain leasehold property in Hongkong known and registered as section B of Marine Lot 163. The defendant (Ma Fu Sum) further denied that Li Fuk died on November 12th, 1901, or on any other date, or at all. It was not true that the plaintiff was appointed executrix of his will, or that probate of the said will had at any time been granted to plaintiff. Further the defendant said that the man whom he bona fide believed to be Li Fuk, the owner of the property, executed on March 28th, 1906, an indenture of mortgage of the said property to the defendant in consideration of a sum of \$10,000 which was lent and paid over by the defendant on March 29th. This mortgage, which defendant claimed to be valid and subsisting, was duly registered in the Land Office.

Mr. M. W. Slade, who was instructed by Mr. D. V. Stevenson, of Messrs. Eaton, Looker and Deacon, appeared for the plaintiff. The defendant was represented by the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon, of Mr. John Hastings' office.

In delivering judgment the Chief Justice said that the important question of law would be considered later, but he would give judgment on the question of fact. He found that Li Fuk had died, and he thought it advisable to give judgment in the interest of both parties. The mortgage, he said, was a fraudulent one. It was not made by Li Fuk and he could find nothing to connect Ma Fu Sum, the defendant, with fraud. Judgment in favour of the plaintiff was passed.

AN INSURANCE SQUABBLE.

QUESTION OF S.S. "MACAU'S" INSURANCE.

At the Supreme Court, this morning, before his honour Sir Francis Pigott, Chief Justice, O Yau Tsai, a merchant, brought an action against the Fook On Assurance and Godown Company, Limited, of No. 123 Des Voeux Road Central, to recover the sum of \$40,000, being the amount of the insurance of a certain ship, which foundered in the September typhoon, and which, it was alleged, was insured with the defendant company.

Mr. M. W. Slade, instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff, the defendants being represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. C. F. Dixon, of Mr. John Hastings' office.

The statement of claim set forth that the plaintiff, a merchant in Macao, insured his steamship—the *Macau*—with the defendant company for \$40,000 on September 17th, 1906; the vessel being then in the harbour of Hongkong and the policy was to remain in force until the *Macau* arrived at Amoy. In the typhoon of September 18th, the vessel was lost. By the terms of the policy the steamer was valued at \$95,000 and it was agreed that \$55,000 of the value should be insured by the owner himself and not with any other person. Plaintiff paid premium amounting to \$1,200 and stamp duty, but on the vessel being lost the defendants repudiated all liability under the policy, and in consequence the plaintiff brought the action for \$40,000.

The defendants did not agree with the allegation put forward by the plaintiff, though they agreed with them in general. The steamer, defendants said, was not valued at \$95,000 or any other sum by the said policy, but was merely stated therein to be estimated to be of the value of \$95,000, such estimate being placed upon the steamer by the plaintiff himself, who falsely represented her to be of that value, but such estimate of value was not assented to or agreed to by the defendant company. The defendants admitted that the plaintiff agreed by the said policy that he—owner—would insure the steamer to the value of \$55,000 and would not re-insure with any other person, but the defendants denied that the plaintiff had performed that agreement and said that the value of the steamer at the time of the policy was only \$35,000 or \$35,000.

While denying that they were liable in the full sum of \$40,000, the defendants admitted that they were liable for 40/95ths of the actual value of the steamer and explained their willingness to pay that amount, which might be determined by the Court, or otherwise.

Mr. Slade, addressed the Court at some length and quoted authorities on the question of insurance policies and the wording of such policies, and the case was subsequently adjourned.

SALE OF RACE PONIES.

This afternoon, outside the City Hall, Messrs. Hughes and Hough, auctioneers, put up for sale by public roup forty-three lots of race and polo ponies.

Following is the result of the sale:—
1 China pony, sold for \$80.
2 Disposer, bought by Mr. J. J. Leiria, \$90.
3 Disaster, Mr. Schovel, \$40.
4 Zulu Chief, sold for \$45.
5 Manchurian Chief, \$30.
6 Cubic, very China griffin, 13.1, \$40.
7 Crisis, bay China pony, 13.0. Winner of races in Chefoo, 3rd in Ladies' Purse this morning, Mr. W. J. Clarke \$180.
8 Cupid, bay griffin, 13.0, \$55.
9 No Savvy, bay. Winner of Wong-nai-chong Stakes and 2nd in Navy Cup, \$200.
10 Whitehaven, \$70.
11 Can Pass, grey, \$15.
12 White Nile, grey, 13.0, \$30.
13 Dublin, grey. Winner of Lucky Cup, \$100.
14 Iron Grey China pony, \$95.
15 Laverleigh's Hope, grey, 3rd in Valley Stakes, \$55.
16 The Skean Dhu, black, 3rd in Garrison Cup and 2nd in Jockey Cup, \$55.
17 The Emerald, \$85.
18 Brown griffin, \$10.
19 Brown griffin, \$10.
20 Beaufort, bay, \$70.
21 Bilsdale, cream, \$150.
22 Craven, \$65.
23 Enger, \$55.
24 Ben Wyvis II, winner of Nil Desperandum Stakes, \$125.
25 Asusual, Winner of "Homocoea" Cup, \$150.
26 Highland Gilie, grey (late Ardul). Winner of the Gold Challenge Cup in Shanghai, \$50.
27 Highland Rover, grey, \$155.
28 Highland Heather, grey, 2nd in Valley Stakes, dead heat for 2nd place in Hongkong Stakes, and 2nd in "Homocoea" Cup, \$245.
29 Highland Bonnet, 3rd in Racing Stakes, 3rd in Jockey Cup, 3rd in Nil Desperandum Stakes, and 7th in the Lucky Cup, \$160.
30 Wicked, bay, \$80.
31 Brython, chestnut, \$65.
32 The Jobber, \$15.
33 Bay pony, \$75.
34 Zapher, bay, \$19.
35 Saladia, bay, \$110.
36 Pathan, grey, 13.0. Winner of the Jockey Cup, \$135.
37 Grasshopper, grey, \$110.
38 Off Chance, chestnut, \$107.
39 Chestnut China pony, 13.1, \$105.
40 Roscommon, 13.0 \$105.
41 Robbie, \$65.
42 China hack, \$15.
43 Bay waler, \$340.

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the company's Hotel at 12.30 p.m., on Wednesday, the 6th March, 1907, is as follows:—

To the shareholders of the Hongkong Hotel Company, Limited.

"Gentlemen,—In accordance with section 56 of the articles of association, the directors now beg to submit their report for the half-year ended 31st December, 1906.

ACCOUNTS.

The profit on working account amounted to \$53,959.18 as compared with \$58,202.45 for the corresponding period of 1905 being a decrease of \$4,243.27.

The profit and loss account, including the sum of \$10,057.99 brought forward from 30th June, 1906, shows a credit balance of \$67,371.53, which the directors recommend should be apportioned as follows:—

To pay a dividend of 10 per cent. for the half-year \$60,000.00
To transfer to repairs and renewals account 7,000.00
To carry forward to new account 371.53
\$67,371.53

DIRECTORS.
Dr. J. W. Noble retires by rotation, but offers himself for re-election.

AUDIT.
The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, C.A., who offer themselves for re-election.

J. W. NOBLE,
Chairman.

Hongkong, 20th February, 1907.

BALANCE-SHEET, 31ST DECEMBER, 1906.

Capital—
12,000 Shares at \$50 each (fully paid up) \$600,000.00
1,000 Mortgage debentures (6%) \$500,000.00
Less 163 ditto held by the Company 81,500.00
418,500.00

Reserve Fund—
Sundry creditors 648.95
Unclaimed dividends 59,093.30
Hongkong and Shanghai Banking Corporation (Current a/c) 182,060.95
Repairs and renewals, balance as per statement 3,399.18
Profit & Loss account, balance as per statement 67,371.53
\$1,080,381.74

Assets.
Value of Marine Lot No. 5 and Remaining Portion of Marine Lot No. 3 and Remaining Portion of Marine Lot No. 7 \$1,065,380.00
Praya Reclamation (Marine Lot No. 28) 246,140.00
Building thereon, "Hotel Mansions" 375,752.68
Cost of three Chinese houses on Section B, C and D of Island Lot No. 80 33,000.00
Cost of Kowloon Farm Lot No. 3, Section A 30,025.00
Furniture and Fixtures, as per last account \$88,154.05
Less written off, as per last report 8154.05
Since added 908.87
\$1,098,801.87

Installation of electric light, as per last account 26,000.00
Less written off, as per last report 4,000.00
24,000.00
Stock of linen, crockery and glass-ware, &c. 40,702.46
Stock of wine, provisions, household sundries and stationery as per inventories 28,385.61
Shares in public companies 7,796.31
Licenses attaching to half year to 30th June, 1907 2,593.24
Value of steam launch 5,000.00
Sundry debtors 40,648.04
Hongkong and Shanghai Banking Corporation (Unclaimed Dividend Account) 985.00
Cash in hand 162.50
\$1,080,381.74

PROFIT AND LOSS ACCOUNT.

For the Six Months ending 31st December, 1906.

To Bad debts and refunds \$ 524.34
" Crown rent 590.44
" Rates 2,982.20
" Fire insurance 3,129.49
" Insurance int. on \$500,000 at 3% 15,000.00
" Less returned on ventures held by the Company 2,666.90
12,313.10

Interest account 5,871.97
Directors' and auditors' fees 3,000.00
Balance, to be appropriated as follows:—
To pay a dividend of 10% \$ 6,000.00
" Transfer to repairs and renewals account 7,000.00
" Carry forward to new account 371.53
\$ 67,371.53

By Balance from 30th June, 1906 \$80,212.01
Less Dividend at 10% \$60,000.00
Less Transferred to furniture and fixtures account 8,154.05
Less Written off from value of electric installation 2,000.01
\$70,154.04
\$1,057.99

By Rents of shops and offices, old building \$7,895.00
" Rents of shops and offices, new building 2,902.50
" Rents of Hotel Mansions 21,000.00
Dividends on shares in public companies 184.00
Scrip and transfer fees 12.00
Bad debts recovered 11.40
Profit on Hotel working account for the six months ending 31st December, 1906 53,959.18
\$95,122.07

REPAIRS AND RENEWALS ACCOUNT.
For the six months ending 31st Dec., 1906.

To payment on account of repairs and renewals during the half-year ending 31st Dec., 1906 \$15,675.04
" Balance 3,399.18
\$19,074.22

By Balance from last account \$19,074.22
\$19,074.22

CORRESPONDENCE.

THE PARSEE COMMUNITY IN TEHERAN.

To the Editor of "The Hongkong Telegraph."
DEAR SIR,—By the courtesy of His Excellency the Governor I am empowered to hand you for publication the following letter:—
From Minister, Teheran, to Governor, Hongkong.

26th February, 10.50 a.m.
Please assure Parsee community Persian Government taking energetic steps protection Parsees.

"SPRING-RICE."
I am, etc.
H. N. MO. Y.
Hongkong, 27th February, 1907.

RAUB CRUSHING.

Messrs. E. S. Kadourie & Co. inform us that they are in receipt of private telegraphic advices from Singapore informing them that the crushing of the Pao An Siu Gold Mining Co., Ltd., for the past four weeks, yielded 1,162 ozs. smelted gold from 5,624 tons stone.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 27th at 12.05 p.m.—The barometer has fallen considerably and fallen over N.E. Japan, where a slight depression exists.
Pressure continues to give way slowly over S. China. It is highest over N. China and T. Yellow Sea.
Gradients are mostly slight, and moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Lamocka, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Ludwig*) 1st prox., noon.
French (*Ernest Simons*) 4th prox.
American (*Korea*) 8th prox.
Australian (*Changsha*) 13th prox.
Canadian (*Empress of China*) 13th prox.

The s.s. *Saint Patrick* arrived at New York on 26th inst.
The H. A. L. s.s. *Flamingo* left Singapore on 25th inst., p.m., and may be expected here on 3rd prox.

The Imperial German Mail s.s. *Seydlitz*, which left here on 16th ult., arrived at Genoa on 26th inst., at 2 p.m.
The Imperial German Mail s.s. *Prinz Heinrich*, which left here on 26th ult., arrived at Genoa on 26th inst., at 7 a.m.

TELEGRAMS.

[Russia.]

The Russian Army.

London, 25th February. General Biderling, replying to the taunts of General Kuropatkin, says: It is only bad workmen who find fault with their tools. He repudiates the criticisms of the rank and file as unjust and unpatriotic.

The Wreck of the "Imperatrix."
Seventeen persons have now been rescued from the *Imperatrix*; many more remain on board.

Later.

The *Imperatrix* is regarded as a total loss. The captain, all the officers, except the third engineer, and the majority of the crew have been brought to Canca. Thirty-nine of the crew including eight Lascars were drowned.

General Booth's Tour.

General Booth has started on his tour to America and Japan.

The Development of Manchuria.

The *New York Times* states that Japan has purchased 50,000 tons of steel cars for immediate shipment for railways in Manchuria.

CHINESE GUN-BOATS AT KOBE.

DEPARTURE OF THE "CHU-TAI."

The first of six sister-ships being built for the Imperial Chinese Navy by the Kawasaki Dockyard Company—the *Chu-tai*—left Kobe on Sunday morning for Woonsoo, reports the *Japan Chronicle* of Feb. 19. The *Chu-tai* was launched on May 29th last, and some days ago—having already passed her steam trials—her guns were tested, and the ship was formally transferred from the builders' hands to the Chinese Government. On Sunday morning a number of guests were invited by the Kawasaki Dockyard Company to inspect the vessel before her departure, and to take part in the customary proceedings attending the commencement of a maiden voyage.

The *Chu-tai* and two of her sister-ships (which are lying in the harbour almost completed) were daily dressed on Sunday morning, the Chinese Dragon Ensign being conspicuously displayed. The new gun-boat, as a close inspection showed, is fitted in the very latest style. She is 200 ft. long, 29 ft. wide, has a displacement of 740 tons, and a draught of 8 ft., being specially designed for service on the Yangtze. She has two tubular boilers, placed end on, and triple-expansion engines of 1,200 horsepower, and with only one boiler in use can make over ten knots an hour with ease. Her armament consists of two 12-centimetre guns, one forward and one aft, two 12-pounders, and two Maxims, all of which were made in Japan, while the two Nordenfeldts were sent out from England. The "conning-tower" is protected by 1-in. armour-plate, and contains the usual steering-gear and signalling connections with various parts of the ship. A large search-light of latest naval pattern is fixed to the foremast, while on the bridge are electric signals and speaking-tubes communicating with the captain's cabin, engine-room, etc. The chart-room is fitted in approved style, and contains the two ship's chronometer and other instruments. The crew's quarters have accommodation for ninety men, and a double-berthed sick bay is attached, fitted and furnished with every convenience and necessary.

The captain's cabin is a very handsome and roomy apartment, tastefully carpeted and upholstered, the wainscoting being of solid mahogany. The seven officers' cabins are also fitted in mahogany, while the officers' mess-room is built of mahogany, pitch pine, and teak, all beautifully polished. The captain's cabin and the mess-room each contains a large oil-stove of latest pattern, though steam-pipes are also carried all through the after-part of the ship for heating purposes. The pantries, galleys, lavatory and sanitary arrangements appear to be all that could be desired; while the ship is lit throughout by electricity.

After an inspection of the vessel, the guests assembled on the after-deck, where refreshments of various kinds were laid out on tables, with the 12 centimetre gun as a substantial and impressive centre-piece. Among those present were Tsai Li Yu, Tsai Wong Tat Fu, Commander Li W. Yen, Imperial Chinese Navy, Mr. Chang Fu, Chinese Consul at Kobe, Mr. Wong Sewin, interpreter at the Chinese Consulate, Mr. Li Yin-shi, Mr. Ho-yune, Mr. Midzuno, Japanese Consul at Hankow, and Mr. K. Matukata, representing the Kawasaki Dockyard Company. There were also a number of students from the Chinese School in Kobe on board, accompanied by their teachers. Several speeches were made by the Chinese officials, and complimentary toasts to the *Chu-tai* and the Kawasaki Dockyard were enthusiastically honoured, Rizetti's band playing the Chinese national anthem and other music.

The preparations for the departure of the *Chu-tai* being now completed, the visitors were then shipped to the Kawasaki Company's launch *Mirume Maru*. The gunboat was then taken in tow by one of the dockyard tugs and taken out to Wada Point, accompanied by the *Mirume Maru*. The hawser from the tug-boat was then let go, and the officers of the *Chu-tai* having exchanged farewell signals with those on board the launch, the gun-boat started amid loud *landais* on her maiden trip to the Yangtze.

On Thursday next the fourth of the six sister-ships, the *Chu-chin*, will be launched from Kawasaki Dockyard at noon.

IP-KIM, a boatman, was charged at the Marine Court, yesterday forenoon, and fined \$10 by the Harbour-master, for disobeying an order by passing against a danger flag, endangering the lives of two divers who were at work at the time. Mr. E. J. F. Pearce, overseer, in the employ of Messrs. Butterfield and Swire, was the complainant.

TROUBLE ON SHIPBOARD.

ENGINEERS AT LOGGERSHEADS.

"His attitude was very threatening towards me and I struck him before he could do anything to me." Such was the plea of self-defence made by T. R. Foster, fourth engineer of the steamer *Dakota*, when he was summoned at the Police Court, this morning, by Charles Nobles, of the same ship for assault. The alleged assault took place on the morning of the 24th instant on board ship. The complainant's story was that at 8.45 o'clock on Sunday morning last he returned to the ship late and went to his room to change his clothing. On the way to his cabin, he said, he met the fourth engineer who struck him, doing some damage. He could not tell how many times he was struck, neither did he know for what reason he was struck. He knew, however, that his forehead was damaged, his eye was blackened, and a side tooth was knocked out.

Defendant—Didn't you challenge me to have a fight?

Witness—I did not.

His Worship (to defendant)—Did the complainant strike you?

Defendant—I didn't wait for that.

The defendant was then called to the witness stand. He said that on Saturday night last complainant went ashore between six and seven o'clock and did not return to the ship until the following morning. During that time defendant had to attend to complainant's duty. "When he came on board I had just finished breakfast," went on defendant, "and then I went straight away to do more of my work. A little after eight o'clock I returned to the deck with two pumps. Complainant was standing at his cabin door. As he was blocking the entrance to the room I handed him the pumps to put away. 'That's not my business,' defendant said, so complainant alleged, 'and moreover what right have you to do my work?' Defendant replied that if complainant was not on board ship then someone would have to do his work. 'If it is anything you want,' complainant is quoted as saying, 'come to the after deck and fight it out. I don't want to fight in front of the Chinese.' Defendant went. On arrival aft, continued defendant, complainant said: 'Wait here a minute until I go to my room and take my coat off.' Defendant waited. Complainant returned minus his coat and waistcoat and with his shirt-sleeves rolled up. On approaching defendant complainant shouted: 'You've been in my room. I've lost some money.' 'You accuse me of stealing your money?' defendant replied. Then complainant's attitude became threatening and accused struck him.

Witnesses were examined, and his Worship dismissed the case.

CANTON DAY BY DAY.

ENCOURAGING EDUCATION.

[From Our Own Correspondent.]

Canton, 25th February. The reports on the annual examination in the different schools and colleges have been forwarded to the Viceroy. H.E. expressed great satisfaction with the result and has given authority to take out \$1,400 from 'Shau Hau Chu' and to hand this sum to the Provincial examiner, to be distributed among the successful candidates as an encouragement to their studies.

A NAVAL YAMEN.

Admiral and Commander Li Chun has made an inspection of the eastern section of the new bund intending to establish a yamen there for the convenience of carrying on his naval and military administration and exercising general control of military affairs.

YUET-HAN RAILWAY.

On the 21st instant, a meeting of the Yuet-han Railway Company was held in the Railway Company's Office for the purpose of discussing the idea of submitting one copy of the register of shareholders and one copy each of the registers of subscriptions collected by the different charitable institutions to the Government Railway Bureau for investigation. There were present some seventy people, among whom were members of the charitable institutions and merchants. At the meeting it was decided that as the account books of the company have been audited and everything found correct, and the company is to be under mercantile management, the books now asked for should not be submitted to the Bureau for investigation at all.

OPIMUM SMOKERS DECAPITATED.

On the 18th instant, Captain Ha of the Sha Koi Fort, Boca Tigris, reported to the High Authority that some of the troops in that fort were in the habit of gathering together to smoke opium and asked for instructions to deal with them. Now the High Authority, being exceedingly annoyed with all the offenders, ordered that they should be executed in order that the Government regulations might be strictly obeyed.

THE NEW BRIDGE.

Mr. Lau Cheong Hing, promoter of the Canton River Iron Bridge Company, has drawn up a plan and specification of the proposed iron bridge to be erected at Yau Lan Man and has submitted a copy to H.E. the Viceroy for approval. The bridge is to be 1,220 feet in length and 40 feet in breadth. The Dutch Folly rocks are to be used as the foundation for the bridge.

AN OFFICIAL INQUIRY.

Yesterday the Nambai Magistrate and the Brigadier-General of Kwangchow proceeded to Fatsan, to inquire into the cause of the suspension of business by the people there, on account of the levy of a new tax to provide that place with a proper organised police force.

LIEUT. TARTAR GENERAL.

The Junior Lieutenant Tartar General Chun Ling—who was appointed to a position in Peking has decided to vacate his post some time this month and proceed to Peking to take up his new appointment.

A NOTORIOUS ROBBER.

Chang Ho, a notorious robber, who had committed many cases of daring robbery, was captured in Hongkong and extradited to Canton under charge of Captain Yang the other day. He was a native of the Ching-Yuen district. As there was an offer of three thousand dollars for his arrest, he absconded and took up his abode in Hongkong.

TRADE MARKS REGISTRATION.

HONGKONG LAW SHOULD BE COPIED.

The following letter is addressed by Messrs. Cantwell & Co., Calcutta, to the *Singapore Free Press*—

We would suggest your stirring up your Colonial Government to move with the times and enact a Patents and Trade Marks Law of the modern type similar to that of the Government of Hongkong and Ceylon have enacted.

The existing Straits Patent Law is a most antiquated affair being merely a copy of the Indian Act of 1859 and which India dropped in 1888.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

Hongkong and Ceylon Legislatures have each enacted up to date Trade Marks Ordinances for the protection of British Trade and it is a pity that the Straits Colony should be the only Government on the Eastern trade route that has not provided such in the interests of British commerce.

The following editorial comment is appended to the above letter—

The only statutory law on the subject is the Merchandise Marks Ordinance III of 1883, which is a penal Ordinance and imposes a penalty of two years' imprisonment or less for (1) forging a trade mark (2) falsely applying to goods any trade mark so nearly resembling a trade mark as to deceive or (3) applying any false trade description to goods. The Imperial Patents Designs and Trade Marks Act of 1883 has been held not to apply to this Colony, although it was argued that, being an act relating to mercantile law, it was adopted by section 6 of Ordinance 4 of 1878. There is no register of trade marks in the Colony and no Order in Council has yet been made under section 10 of the Imperial Act of 1883 applying the provisions of the act to the Colony of the Straits Settlements. The owner of a trade mark in the Straits Settlements must therefore rely on his common law rights which are similar to those in force in England prior to the Trade Marks Registration Act in 1875. If he can prove a right of property in a trade mark by an exclusive and continuous user for a reasonable period, he is entitled to maintain an action for infringement and can obtain both an injunction and damages. Registration in this Colony is therefore merely strong presumptive evidence of exclusive use. Trade marks are registered and only British registered trade marks are noted or recorded at the desire of persons, but such had no legal effect, except that it would probably be accepted as evidence in a Court of Justice. The City Editor of *M.A.P.* recommended a broker to a correspondent. The broker proved an outsider, and never invested the client's money at all, but banked it in his wife's name. The correspondent sued the newspaper and got £1,400 back, the money the broker lost for him, on the ground that the editor was responsible for recommending to him an irresponsible broker. We hereby disclaim all responsibility for the above "exposition" of the law, if any patent agent or owner of a trade mark thinks fit to take any action in consequence of it.

ANTI-OPIMUM AGITATION.

THE PENANG ASSOCIATION.

The Penang Anti-Opium Association is full of life and energy. It has commenced publishing a monthly journal from the Chinese New Year and its very first issue is full of interesting Anti-Opium Agitation items. The following two leaders in the first issue of the journal state the aims and objects of the Association.

OUR APPEAL.

It is our pleasant duty in this, the first number of the Journal of the Penang Anti-Opium Association, to be able to make a direct appeal to our readers and enlist the sympathy of those who have the welfare of their fellow-being at heart.

So many harsh things have been said and even done against us, we do not doubt, to misunderstanding, that we feel it right to take this early opportunity of assuring our readers that we have started this Association with no selfish or vindictive, but with a purely philanthropic spirit.

Our primary object is to discourage as much as possible the habit of opium smoking and, incidentally, of morphia injection, and to render medical aid to those who are desirous of it at no expense to themselves. It is generally acknowledged that a large number of our young men first acquire this habit without knowing the disastrous consequences which result later on both to themselves and their families. Amongst our workmen, too, we regret to see that a good many have taken to the drug; this has most often been due to ill-advised attempts at trying to relieve minor discomforts occurring during the course of one's natural life. For the above class of people, especially, our Association will try to do its utmost.

Of the twenty or so promoters of this Association only a few can really be called men of independent means; the rest have to work hard to earn their daily bread as well as look after this charitable work. But so long as we receive encouragement and co-operation from the public, for whose interests we have spent and are spending many hours in self-denying labour every day, we shall strive our utmost to carry out our programme and hasten the time when the smoking of opium may be looked upon on every side as a relic of the past.

The present anti-opium movement is spread far and wide all over the East. In Malaya, our sister societies in Singapore, Penang, Selangor and Malacca have done excellent

work, and it would indeed fare ill with the good name of Penang Chinese, who are usually regarded as the most progressive of our race, if they did not join the cause. Hence, although we have had to fight for our very existence for two months, we have never despaired of ultimate success, and to-day, the 29th of January (or the fifth day of the Chinese twelfth moon), we congratulate ourselves that we have at last managed to see our Association along with its Hospital formally opened under auspicious circumstances.

That our way will not always be smooth we fully understand, and it is because of this that we are issuing the present appeal to our friends of both sexes, to assist us in every way they can. We shall thankfully welcome pecuniary aid (however small it may be) and advice as to the best means for effecting our purpose, from persons interested in charitable work. Those who are not opium smokers may enrol themselves as members on payment of the annual subscription of \$1 each, which sum also entitles them to a free copy of this Journal and other publications of the Association. To our ladies we would appeal particularly, for it is their influence that is most felt in the household; a word or two from them on the harm caused by opium will accomplish more wonders for our cause than pages of printed matter. We are at the commencement of a new year, when every one makes some sort of good resolution for the future. We venture to hope that those who are opium smokers will resolve to cure themselves of the habit, for the Association, the specific and the doctors, both European and Chinese, are at their service; whilst those who, happily like ourselves, are not addicted to the drug, may combine with the Association in warding off the ravages of a vice which has been largely responsible for sapping the national strength of China and for bringing so much disgrace on our people throughout the world. We cannot therefore conclude our appeal better than wishing all our readers and friends a very happy new year and freedom from opium.

OUR HISTORY.

The Penang Anti-Opium Association was called into existence by public clamour at the meeting, held in the Chinese Town Hall on October 20th, 1906. To most present at that meeting it was quite clear that the immense crowd had not come to hear speeches or to be harangued about the evils of opium smoking; it had made up its mind on that matter very decidedly, and only desired to know where and what the remedy was. A few leaves and twigs and a bottle of some liquid were exhibited, these were eagerly examined, and the questions: "Where can we obtain this remedy?" "When will it be here?" were constantly being put. Disappointment was plainly depicted on many faces as no definite answers were forthcoming.

It was a great surprise to most present that such a wide-spread feeling was in our midst. Since that time it has become clear that a great wave has passed over a great part of China and has spread down through the Straits and Federated Malay States.

To look in the faces of the crowd and see the pathetic look of anxious inquiry for the remedy against opium, was enough to stir the heart of any one with the slightest philanthropy within him, so that quite naturally a number of the most prominent men in the Chinese community set about the formation of an Association which would obtain, manufacture in as scientific a manner as possible, and distribute the specific in a systematic way so as to guard against imposition by irresponsible people, who might be inclined to trade upon the ignorance of many desirous of being freed from the evils of smoking, by imposing worthless and harmful decoctions upon them. Hence the birth of the Penang Anti-Opium Association.

Up to the present the Association has done little but organise and reorganise, gather information on all matters bearing on the Opium Question and the specific, and secure premises. The latter are situated at 71A, Love Lane.

We are now in a position to perform the tasks for which we were called into existence, and with the assurance of the Colonial Secretary "that Government views with sympathy any movement the object of which is to induce persons to give up injurious excess" we are prepared to go ahead. We would here assure the public that we are actuated entirely by a spirit of philanthropy and exist solely as an Anti-Opium Association, and we are not opposed to anything or anyone else.

As a Journal we have endeavoured to lay before the public some plain and reliable facts and figures which will show that there is a general wide-spread spirit of desire to escape from the curse of opium, that the Chinese Government means business and that the thousands of our fellow-men are most earnest in trying to free themselves from the drug which has enslaved, impoverished and all but slain them as it has done millions of their forefathers. We shall endeavour, from time to time, to give information on the progress of the movement. We have already received many inquiries, official and unofficial, from people interested in the Opium Question from India, China and England. We hope, therefore, soon, if we have not already done so, to justify our existence.—*Singapore Eastern Daily Mail.*

THE TRAFFIC IN JAPANESE WOMEN.

ALLEGED COMPLICITY OF FOREIGNERS.

It is reported that the examination by the Nagasaki police of Kamekichi Tada, whose arrest has previously been recorded in these columns, on a charge of being concerned in the illegal emigration of Japanese women, has resulted in astounding disclosures being made. It is alleged, according to the *Nagasaki Press*, that the prisoner has been the ringleader of a number of men engaged in the revolting trade in that Prefecture. By their agency over one thousand young women and girls have been decoyed from their homes, bringing to the men concerned the large sum of two hundred thousand yen; a small amount, however, when the number of ruined lives is taken into consideration.

It is stated in a Nagasaki message to Japanese papers that Tada has asserted that in order to evade police inquiry, the girls were generally concealed at the residences of certain foreigners, who were closely associated with him in the transactions, until they could be put on board ship.

SOLDIERS' CLUB FOOTBALL SHIELD.

The draw for the Soldiers' Club Football Shield has resulted as follows—

A.—R.E. v. H.M.S. *King Alfred*. 3rd Middlesex Regiment; R.G.A.; H.M.S. *Monmouth*; Byes.

2nd Round.—Semi-Final.—B. Winner of A. v. 3rd Middlesex Rgt.; C. R.G.A. v. H.M.S. *Monmouth*.

Final.—Winner of B. v. Winner of C. Dates by which the 1st Round must be finished will be given later. In each case the Club first mentioned shall have choice of ground.

THE MITSU BISHI DOCKYARD.

THE LABOUR TROUBLE.

Nagasaki advises state that threatening conditions still prevail among the employees at the Mitsu Bishi Dockyard there. One of the principal causes of the discontent is said to be the Company's decision to withdraw from the men the use of the ferry boats which have hitherto been at their disposal for going to or returning from work, the sum of five yen per day for a year being allowed them instead. Since Friday night, over one hundred of the men, mostly carpenters, have been holding secret meetings. The police have several times dispersed these gatherings, but the attendance at them becomes steadily larger. About half of the six hundred men employed at the Tategami section are not attending to their work. On Saturday morning, says the *Kobe Herald* of 18th inst., about one hundred and seventy of the employees were holding a secret meeting on Tategami-yama, when Mr. Kato, chief engineer of the Dockyard, with the Chief of the Umegasaki Police station, put in an appearance and induced the men to appoint delegates to state their grievances. A conference was then held between the delegates and the chief engineer, the latter eventually promising that a reply should be given to the men's representations in the course of a few days. The crux of the situation is said to be in the attitude of some five hundred carpenters. A number of the blacksmiths appear also to have been affected. About two hundred policemen were summoned yesterday from the neighbouring districts, but it is thought that there will not be any serious outbreak, as both the dockyard authorities and the police are making great efforts to check the agitation.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$51, Union Insurance \$830, Indo-China \$861, Raubs \$8, Shanghai Docks \$15, Hongkong Lands \$17, Hongkong Cottons \$12, China Providents \$8.80, Ica \$230, ex div. A. S. Watsons, \$12, Fowells \$21.

Sellers:—Hongkong Banks \$801, Canton Insurance \$395, Hongkong Fire \$385, China Fire \$99, China and Manilla \$201, Douglas \$85, China Sugar \$89, Hongkong Docks \$139, ex div. Kowloon Wharf \$94, Hongkong Wharf \$12, West Point \$501, Humphreys Estates \$113, China Borneo \$10, Electric \$16, Kopes \$27, China Lights \$93.

Sales:—Humphreys Estates \$113 and \$115, Cements \$113.

Nominal:—Macao Steam-boats \$30, Shell Transport \$381, Hongkong Hotels \$123, Dairy Farms \$164, Tramways \$215.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 1/2
Do. demand 2/3 1/2
Do. 4 months' sight 2/3 1/2
France—Bank T.T. 2.80
America—Bank T.T. 532
Germany—Bank T.T. 2.74
India T.T. 164
Do. demand 165
Shanghai—Bank T.T. 73
Singapore T.T. 3 1/2 prem.
Japan—Bank T.T. 1084
Java—Bank T.T. 333

Buying.
4 months' sight L/C. 2/3 3/16
6 months' sight L/C. 2/3 1/2
30 days' sight San Francisco & New York. 544
4 months' sight do. 558
30 days' sight Sydney and Melbourne. 2.7 1/16
4 months' sight France 2.85
6 months' sight do. 2.87
6 months' sight Germany 2.331
Bar Silver 35
Bank of England rate 35
Sovereign \$9.00

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

TO-MORROW, (THURSDAY), the 28th February, 1907, at 11 A.M. at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

About 150,000 EGYPTIAN and TURKISH CIGARETTES, (in Good Order and Condition), TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 27th February, 1907. [359]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer.

"KWONG TUNG" No. 1, 238 H. W. WALKER Leaves Hongkong for Canton, on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has excellent Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4. Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD. No. 8, Queen's Road West. Hongkong, 14th January, 1907. [16]

Intimations

THE

ROBINSON PIANO

CO., LD.

TALKING MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 20th November, 1906.

[32]

A GREAT REPUTATION IS ONLY WON BY GREAT ACHIEVEMENTS

D&M McCALLUM'S



PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS

That is Why WHEN ONCE TRIED IT IS ALWAYS PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR.

H. PRICE & Co., SOLE AGENTS.

Per Case 12 Bottles

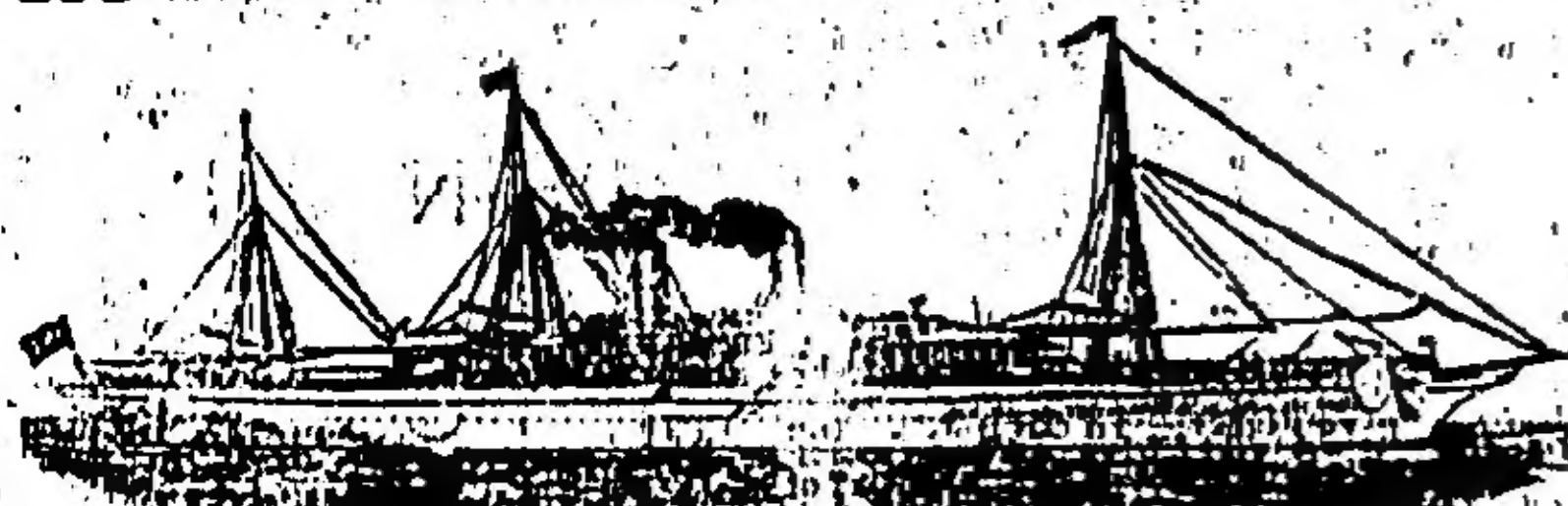
\$16.00.

10 per cent. Discount allowed until further notice.

Hongkong, 26th February, 1907.

Shipping- Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury-Speed-Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPRESS OF JAPAN".....	6,000.....
"TARTAR".....	4,485.....
"EMPRESS OF CHINA".....	6,000.....
"ATHENIAN".....	3,882.....
"EMPRESS OF INDIA".....	6,000.....
"MONTEAGLE".....	6,163.....

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class.....24 St. Lawrence Ldo. Via New York Ldo. Steamers, and 1st Class on Railways.....Ldo. Ldo. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to Hongkong, 27th February, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

For	Steamship	On
SHANGHAI	HANGSANG	FRIDAY, 1st Mar., Noon.
SINGAPORE, PENANG & CALCUTTA, KUTSANG		SATURDAY, 2nd Mar., 3 P.M.
TIENSIN	CHIPSING	SUNDAY, 3rd Mar., daylight.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th February, 1907.

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"LIANGHOU"	25th February, 4 p.m.
SHANGHAI	"YOOHOU"	1st March, "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	8th " "
YOKOHAMA and KOBE	"CHANGSHA"	18th " "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is on board.

† Taking Cargo and Passengers at the high rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th February, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Mar., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 9th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.
(Hongkong, 25th February, 1907.)

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship

"LOWTHER CASTLE"..... The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 27th January, 1907.

Shipping- Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, midships, lighted throughout by electricity, fans provided in each cabin. The berths are not averaged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the S.S. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HABSBURG..... 3rd March.	SCANDIA..... 16th March.
RHENANIA..... 1st April.	HABSBURG..... 5th April.
HOHENSTAUFEN..... 30th April.	RHENANIA..... 3rd May.
SILESIA..... 31st May.	HOHENSTAUFEN..... 29th May.
SCANDIA..... 30th June.	

Hongkong, 25th February, 1907.

* Call at Lisbon.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th January, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"ERNEST SIMONS,"
Captain Girard, will be despatched as above, on MONDAY, the 4th March.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th February, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

FOR NEW YORK.
S.S. "MUNCASTER CASTLE"..... 12th March.
S.S. "LOWTHER CASTLE"..... 21st March.
* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.
For Freight and further information, apply
DODWELL & Co., LIMITED,
Agents.
Hongkong, 29th January, 1907.

THE NEW FRENCH REMEDY THERAPION

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Bichat, Kossel, Robert, Valpey and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 1 Incurably short time, often a few days only, removes all discharges, effectually suppurating lesions, the use of which does irreparable harm by laying the foundation of suppuration and other serious diseases. Indurated piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of the kind, it will be found astonishingly efficacious, affording prompt relief in the most distressing cases.

THERAPION No. 2 Purifies the blood, cures pimples, spots, blotches, paleness, itching of the skin, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been much used, and to employ mercury, mercurials, etc., to the destruction of softness and ruin of health. This preparation purifies the blood system, cleanses the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 Incurably short time, often a few days only, removes all discharges, effectually suppurating lesions, the use of which does irreparable harm by laying the foundation of suppuration and other serious diseases. Indurated piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of the kind, it will be found astonishingly efficacious, affording prompt relief in the most distressing cases.

THERAPION is sold by all chemists, and above all, by the "Trade Mark," which is a trade mark of the "THERAPION" as it appears on the French Government Stamp (in white letters on a red ground) affixed to every package by order of the Ministry of Health, Commissioned and signed by a Doctor.

Sold by all Chemists.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSIONS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road, Hongkong.

AMERICAN DEGENERATES.

NEW YORK'S SENSATIONAL TRIAL.

HISTORY OF THE THAW FAMILY.

Lovers of sensation will have enough excitement this week in the trial of Mr. Harry Thaw for the murder of Mr. Stanford White, writes "Anglo-American" in *The World*. The legal trial, I should say, for ever since the affair took place, in June last, Mr. Thaw has been undergoing a very severe trial, carried on day by day and week by week by all the papers in New York. Everything for and against the murdered man and the man who put him to death has been sought out, published, contradicted, published again and discussed in the columns of the various "sheets," with a heat impossible to understand until one remembers the social prominence of the two men—the one a millionaire, the other well connected and one of the leading architects in the United States. Such a journalistic trial is, of course, only possible in a country like America, which has no law forbidding any newspaper comment on a case that is sub judice.

Only those who were in New York at the time can in the least realise the tremendous sensation aroused by the tragedy. It is no exaggeration to say that on that night the trial of Mr. Thaw began.

RAILWAY KING.

Mr. Harry R. Thaw is the son of the late Mr. William Thaw of Pittsburgh. His father worked hard and successfully until he amassed a large fortune, and ultimately took rank among the millionaires of America, and became known as the Railway King. Though Mr. William Thaw left several millions of dollars, he also left a large family of sons and daughters among whom these dollars were divided. He had married twice. By his first wife there were two sons and a daughter. By his second wife Mr. Thaw had three more sons, one of whom was Mr. Harry Thaw, and two daughters, Lady Yarmouth and Mrs. George Carnegie. So it will be realised that Mr. Thaw's large fortune, when divided among them, could not give each son or daughter more than a million dollars. The amount has again and again been stated at various figures, but I believe a million is sufficiently near the mark.

Some of the Thaw sons are very popular in America, and Lady Yarmouth was exceedingly well liked when as a girl she joined in the many gaieties provided for her. It was through her brother Harry's introduction that she first met her husband. The engagement soon followed. Then, when the delicate subject of settlements was being arranged, the brother, who had brought the young couple together, vehemently opposed the match. The fact of the matter is that the question under dispute was dishonourable neither to Mr. Harry Thaw nor to Lord Yarmouth. One regarded the marriage settlements from the American standpoint, the other from the English; therefore they, not unreasonably, disagreed.

THAW'S MARRIAGE.

Mr. Harry Thaw was very young when he succeeded to a large income on the death of his father. He immediately launched out into a life of great extravagance in New York, Paris, and London. His bachelor dinners were famous, and he was always surrounded by a host of friends ever ready to help him to spend his money and to join him in any escapade for which he had a mind. He was, I fear, something of a snob, and men of doubtful titles and no undoubted character, "counts" and "princes" galore, were often to be found in his company, and did no little to encourage him in his wild career. His family lived in dread of the disgrace which they feared he would one day bring upon them, not because they thought him so bad, but so irresponsible. He may or may not be insane in a technical sense; but he had not the balance of mind one expects from a man who has passed his boyhood. His marriage with Miss Nesbit (who had appeared as chorus-girl in Florida), which took place three years ago raised a storm of disapproval among his relations.

TONQUE OF SCANDAL.

His mother did what she could to make him divorce her. He refused, and I believe until he was committed to prison none of the family spoke to him again. I need hardly recall the fact that it was indirectly due to Mr. Thaw's marriage that the tragedy in question took place. Mr. White had always shown a keen interest in the stage, and he had given a helping hand to many girls beginning the uphill work of an actress's life. Scandal did not spare him in his role of benefactor; but nevertheless many who knew him well believed in his single-hearted interest in some, at any rate, of those he so befriended. Mrs. Harry Thaw was, before her marriage, among the number of his proteges, and scandal did not altogether spare her in those days. It was due to knowledge of this scandal that Mr. Thaw was seized, rightly or wrongly, with an attack of jealous suspicion, which revolved itself into so furious a fit of frenzy that he shot Mr. White dead on that memorable night.

WHITE'S POPULARITY.

In spite of Mr. Thaw's character for wildness and general irresponsibility, the feeling in New York is by no means all against him. Indeed, I may say it seems to be divided in his favour and against him. Mr. White was extremely popular, but there are those who think that he may have given Mr. Thaw good reason for a violent act of revenge.

Whether his friends will rally round him when standing for his trial will be seen this week. Some people prophesy there will be great opportunity for the cynical to scoff. It has not been easy to find counsel for the defence, but I hear that Mr. David Watson may advise for Mr. Thaw, even if he does not conduct the case. He, of course, is a most dis-

	Feb. 26 at 10 a.m.	Feb. 26 at 4 p.m.
Barometer	30.20	30.09
Temperature	62	64
Humidity	79	85
Rainfall	—	—

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI," Captain J. D. Andrews, carrying His Majesty's Mails, will be despatched from this office for BOMBAY, on SATURDAY, the 9th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured, before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Calcutta*, due to London on 23rd April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 26th February, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

Steamers Tons To sail
"GLENFARG" 4,000, March 26, at Noon
"KASATO MARU" 6,100, April 25, at Noon

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building, Hongkong, 8th February, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN," Captain Veron, will be despatched for MARSEILLES on TUESDAY, the 5th March, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Nera* bound for Marseilles via Bombay and Aden.

Passage tickets and through bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 19th March.

S.S. *ERNEST SIMONS* 2nd April.

S.S. *POLYNESIE* 16th April.

S.S. *VILLE DE LA CIOTAT* 30th April.

S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX, Agent, Hongkong, 26th February, 1907.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailings
<i>Lyra</i>	4,417	H. C. Armstrong	27th Mar.
<i>Shawmut</i>	9,606	E. V. Roberts	23rd April
<i>Tremont</i>	9,606	T. W. Garlick	—

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents, Queen's Buildings, Hongkong, 25th February, 1907.

Intimations.

CUTLER, PALMER & CO. WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	—	—
—	19.00	—
—	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.15	—
BENEDICINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

Hongkong, 16th November, 1906

ACHEE & CO.

ESTABLISHED 1869.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

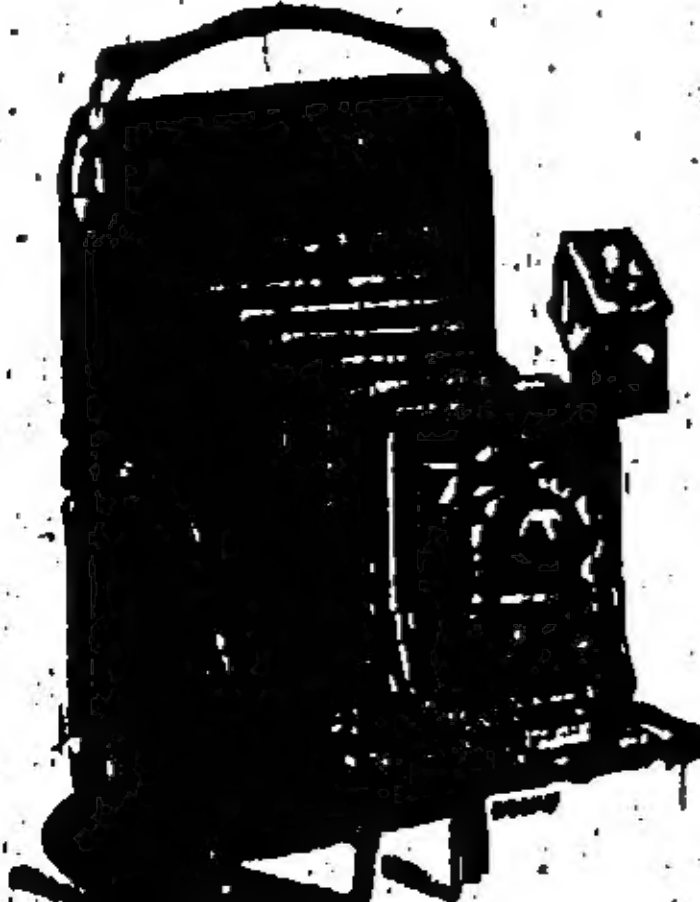
EASTMAN'S

&c. &c. &c.

KODAKS, FILMS.

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION. Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ £1,000,000 \$11,000,000 \$250,000 £12,750 \$150,000 }	\$1,721,558 { £1.15/- and bonus of £1 @ Ex. 2/31=7 \$4.33 making \$40.80 for 1906	4 1/2 %	{ \$895 sellers London £108
National Bank of China, Limited.....	90,025	£7	£6	{ £1,000,000 \$11,000,000 \$250,000 £12,750 \$150,000 }	\$74,099 \$2 (London 3/6) for 1903	—	\$50
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000 }	\$233,638 \$20 for 1905	6 1/2 %	\$295 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,529 { Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$40,000 \$31,131 \$1,135,844 \$500,000 \$61,278 \$15,527 \$1,000,000 \$220,488 \$2,616 }	\$2,742,271 Interim div. of 30 for 1905	5 %	\$830 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$20,000 \$15,527 \$1,000,000 \$220,488 \$2,616 }	\$508,334 Tls. and 1/3 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$20,000 \$15,527 \$1,000,000 \$220,488 \$2,616 }	\$344,098 \$6 for 1904	6 %	\$99
Hongkong Fire Insurance Company, Limited	7,000	\$250	\$50	{ \$1,000,000 \$20,000 \$15,527 \$1,000,000 \$220,488 \$2,616 }	\$222,618 \$25 for 1904	6 1/2 %	\$380 sales
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	\$6,563 Nil \$1 1/2 for 1905 \$2 1/2 for year ended 30.6.1906	7 1/2 % 7 %	\$204 \$36
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	\$20,170 \$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$30 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	£2.4 2 10/- @ ex. 2/1 9/16 = \$4.60	5 1/2 %	\$86
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	Tls. 23,156 Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 60 sellers
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	Tls. 107,815 1/- (Coupon No. 7) for 1906	6 1/2 %	Tls. 10 buyers
Star Ferry Company, Limited	10,000	Tls. 10	Tls. 10	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	Tls. 12,613 \$1.50 for year ending 30.4.1906	5 1/2 % 3 1/2 %	\$50 buyers \$20 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$6,000 \$264,638 \$93,582 \$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,999 }	Tls. 48,000 Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 49 buyers
MILLINERIES.							
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$850,000 \$450,000 \$86,149 }	\$40,914 Final of \$15 making \$25 for 1905	20 %	\$125 sa. and b.
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$86,149 }	Tls. 132,588 \$12 for 1905	—	\$31
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,149 }	Tls. 8,935 Tls. 4 (8 %) for year ending 31.8.06	5 1/2 %	Tls. 75 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £20,011 }	£12,546 { Final of 1/- (No. 7) making 2/- for year ended 28.2.06	5 1/2 %	Tls. 12 1/2 buyers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ £110,000 £20,011 }	G. \$909,950 Interim of 50 cents for account 1906	10 %	G. \$10
South Australian Gold Mining Company, Limited	100,000	£1	£1	{ £110,000 £20,011 }	£8,745 No. 12 of 1/- = 48 cents	—	18 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$8,915 \$2 for 1905	4 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$20,040 \$2 1/2 for a/c 1906	6 1/2 %	\$94 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$400,933 \$6 for 2nd half-year making \$12 for 1906	9 %	\$134 ex div.
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$2,221 \$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	Tls. 3,997 Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	Tls. 57,065 Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 232 sellers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	none Tls. 18 for 1905	—	—
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	Tls. 5,668 Tls. 18 for 1905	7 1/2 %	Tls. 240 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	none First year	—	—
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$8,418 \$3 for year ended 30.6.1906	10 1/2 %	Tls. 105 sa. & b.
Central Stores, Limited	24,000	\$15	\$15	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$4,719 \$2.40 on \$12 for 1905	13 1/2 %	\$29 buyers
Do. (new issue)	24,000	\$15	\$15	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	none 7 % on \$7 for 1905	—	\$16 1/2 buyers
Do. (Founders)	123	\$15	\$15	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	None	—	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$648,975 \$5 for first half-year for 1906	8 1/2 %	\$123 sales
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$56,218 Final div. of \$31 making \$7 for 1906	6 1/2 %	\$107 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	Tls. 1,935 Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$4,599 Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$11,567 80 cents for 1906	7 1/2 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$1,089 \$2 1/2 for 1906	6 1/2 %	\$37 1/2
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	Tls. 61,478 { Final div. of Tls. 3 & bonus Tls. 1 1/2 (old sh.) & div. of 75 cts. & bonus of 1 cts. (new sh.) for 1906 }	7 1/2 %	Tls. 101 1/2 ex div.
Do. do. (new issue)	12,000	Tls. 50	Tls. 50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	none Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 64 ex div.
West Point Building Company, Limited	12,500	\$50	\$50	{ \$70,000 \$20,000 \$10,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 }	\$1,519 Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 64 ex div.
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,919 \$170,000 }	Tls. 64,986 Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 75 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 45,919 \$170,000 }	\$21,660 \$12 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 45,919 \$170,000 }	Tls. 36,211 Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 45,919 \$170,000 }	Tls. 30,760 Tls. 8 for 1905	6 1/2 %	Tls. 123 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 150,000 Tls. 45,919 \$170,000 }	Tls. 35,980 Tls. 25 for 1905	6 1/2 %	Tls. 560 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$1,066 \$7 for 1905	7 1/2 %	\$97 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$814 1/3 per share for 1905	10 1/2 %	\$7 sellers
Campbell Moore & Co., Limited	1,200	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$1,097 \$3 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	Nil. \$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	Tls. 889 Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	Tls. 57 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$1,210 60 cents for year ended 28.2.06	6 1/2 %	\$64
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$185 80 cents for 1906	9 1/2 %	\$88 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$2,555 \$1.30 for year ending 31.7.1906	8 %	\$161 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$52,291 Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 1/2 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$20,893 \$2 1/2 for year ending 28.2.06	10 1/2 %	\$29 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$2,568 \$5 cents for 10 months ending 28.2.06	7 1/2 %	\$15 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$2,296 Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$20	\$20	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$4,361 Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$5,513 \$5 for 1905 on 5 shares	8 1/2 %	\$21
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$588 Final of 50 cents making \$1 for the year	15 1/2 %	\$64
Mitsubishi toei Mijin, Bosch en Luidbouwerij plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,500 }	Tls. 10,374 4th interim div. of Tls. 7 1/2 making Tls. 30 so far a/c 1906	8 1/2 %	Tls. 262 1/2 sellers
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 547,500 Tls. 27,500 }	Dr. P. 34,324 None	—	\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 8,000 }	Tls. 11,017 Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 109 buyers
Do. do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 8,000 }	Tls. 9,751 Tls. 6 for 1904	17 %	Tls. 106 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 8,000 }	Tls. 2,753 Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 34
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,452 Interim div. of Tls. 4 on account 1906	5 %	Tls. 102 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,452 Interim div. of 15/- for 1-year 1906	—	Tls. 315
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 190,000 Tls. 190,000 }	Tls. 85,592 Interim div. of 5/- for 1-year 1906	—	Tls. 285
South China Morning Post, Limited	7,000	£20	£20	{ Tls. 190,000 Tls. 190,000 }	Dr. \$41,934 None	—	\$25 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 190,000 Tls. 190,000 }	\$214 30 cts. (old) & 15 cts. (new) year ended 31.5.06	5 1/2 %	\$5 1/2
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,205 Tls. 4,000 }	Tls. 1,012 Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4 1/2	{ Tls. 15,205 Tls. 4,000 }	\$752 \$70 cents for year ended 31.5.1906	8 1/	